

# House Bill Analysis

## HB 3017

HOUSE AGRICULTURE AND ECOLOGY COMMITTEE

January

28, 2000

<p>- Prohibiting the passage of certain oil tankers inside of the western portion of the Strait of Juan de Fuca unless certain safety measure are adopted.</p>
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### **BACKGROUND:**

Oil tankers greater than 125,000 deadweight tons are prohibited from proceeding in state waters east of a line extending between Discovery Island (Canada) and New Dungeness (Sequim).

Oil tankers which weigh between 40,000 and 125,000 deadweight tons may proceed east of the line if the tankers possess the following standard safety features: a specified horsepower ratio; twin screws; a double bottom; two radar systems, one of which is a collision avoidance radar; and other prescribed navigational position location systems, or these tankers are in ballast,– or the tankers are under the escort of a tug or tugs possessing an adequate horsepower ratio.

Oil tankers under 40,000 deadweight tons are not subject to the provisions pertaining to oil tankers.

### Summary

#### Intent

The line beyond which oil tankers greater than 40,000 deadweight tons are prohibited from entering into state waters is moved westward about 70 miles from New Dungeness Light to a line extending between Bonila Point on Vancouver Island and Tatoosh Island Light unless certain conditions are met.

An oil tanker greater than 40,000 deadweight tons may proceed east of this line if:

- it is in ballast;
- it is under the escort of a tug or tugs with the ability to stop or control the movement of a tanker;
- it has the following features:
  - ↳ a bow thruster with a dedicated power source;

- ↳ two rudders with separate steering systems;
- ↳ an independent source of electrical power for each rudder and screw combination, in addition to existing requirements; or
- an oil spill prevention tug of a size and capacity as determined by the department of Ecology is in continuous operation at or near the westward end of the Strait of Juan de Fuca.

The oil spill prevention tug is directed to escort oil laden tankers through the traffic convergence zones where tankers must cross the paths of other vessels entering or exiting established vessel traffic lanes. The conditions may be waived by the department if it adopts rules that substantially decreases the risks of drift grounding, powered grounding, and collision. In addition, the department may, based on its own risk analysis, waive the conditions for an individual oil tanker that is unladen, or has additional safety features that supersede the ones identified earlier.

An emergency clause is provided.

#### Clean Fuels

Internal combustion engines commonly emit a variety of pollutants, including volatile organic compounds (hydrocarbon-based chemicals), nitrogen oxides, carbon monoxide, particulates, and carbon dioxide. Controls on these emissions began to be established with the advent of the catalytic converter in 1975, fuel injection systems in the 1980's, and further refinements. Today's cars are about 95 percent cleaner than the cars of 30 years ago. The continuing increase in vehicle miles traveled has the potential to undermine this progress, however. Some of the most promising ways to control emissions now and into the future is through the use of so-called alternative fuels or clean fuels. These are fuels such as natural gas, propane, ethanol, methanol, and reformulated gasolines, including oxygenated and low-sulfur fuels. Alternative engines also exist, including electric vehicles, hybrid electric-gasoline vehicles, and fuel cell-powered engines.

#### MTBE

The 1990 Clean Air Act Amendments require that gasoline sold in carbon monoxide (CO) nonattainment areas contain at least 2.7 percent oxygen, starting in 1992. Refiners decide which oxygenates to use in making cleaner gasoline. One of the additives that has been added to gasoline to increase octane levels and engine efficiency is methyl tertiary butyl ether or MTBE. After this additive started showing up in drinking water supplies in California, the governor issued an executive order requiring that it be phased out by the end of 2002, and requiring the use of other oxygenates. Problems with MTBE have occurred in other states, as well. Spokane is the only CO non-attainment area in Washington, and refiners here use ethanol as an additive, rather than MTBE. The Department of Ecology does not

believe that MTBE is being added to fuel for sale in Washington.

### Vehicle Emissions Testing

Vehicle emissions can be tested using different methods. One test that can be used is the IM-240 test,– which consists of a 240 second emissions test while the vehicle’s engine is driven through a computer monitored driving cycle of acceleration, deceleration and idling. Emissions testing in Washington consists instead of steady state tests, meaning either constant idling or a fixed level of acceleration.

### Outdoor Burning

Current state law on outdoor burning provides that outdoor burning shall be prohibited when an alternate technology or method of disposing of the organic refuse is available, reasonably economical, and less harmful to the environment.